

Alaskan Way Viaduct Environmental Impact Statement Phase 2

Requests for Proposals to Provide Technical Consultant Services
Released May 9, 2001

Proposals are due June 7, 2001 at 5:00 PM – See Ad for specific
information

Washington State Department of Transportation
Office of Urban Mobility

Contents

- Summary
- Background
- Required Services
- Evaluation Criteria
- Preproposal Conference (Mandatory)

Summary

The Washington State Department of Transportation, Office of Urban Mobility (WSDOT/OUM) requests proposals from consulting firms and teams who wish to assist with Phase 2 of the Alaskan Way Viaduct (AWV) Environmental Impact Statement (EIS).

The contract will begin this summer and be completed within 18-24 months. Successful consultants will have skills in NEPA/SEPA process, geotechnical and structural engineering, planning and public involvement that can be conducted on an expedited schedule without compromising quality. The consultant will be responsible for developing an evaluation methodology and performing technical analysis of solutions that address the seismic vulnerability of the AWV within the context of long-term development of this critical corridor.

Approximately \$3.8 million is anticipated for the EIS including direct expenses incurred by WSDOT.

SR 99: Alaskan Way Viaduct Background

A 1995 geotechnical study conducted by WSDOT and the University of Washington concluded that the AWV could be vulnerable to soil liquefaction and rendered unusable if a strong enough earthquake occurs near the Viaduct. Cursory cost estimates for retrofitting the Viaduct is larger than the statewide 20-year budget for WSDOT's Bridge Retrofit Program. Given the magnitude of the cost, and the age of the AWV (two-thirds through its life span) the Transportation Commission directed the Office of Urban Mobility to identify feasible alternatives to retrofitting the Viaduct (1996). The study identified the following alternatives: elevated structure, expand the local street system and a tunnel.

The Transportation Commission subsequently set aside \$500,000 in the 99-01 budget to further identify, develop, and consider the various options for addressing the seismic vulnerability of the AWV (Phase 1 of the project). This work is currently underway under a separate contract and will answer the question, "Retrofit or Do Something Else." The work in Phase 1 is scoped to meet NEPA/SEPA requirements within the limits of the Phase 1 budget. Work from Phase 1 is assumed to be forwarded into Phase 2. The study currently underway will not identify the type of replacement facility if retrofit is not selected but will identify fatal flaws in any of the conceptual options developed in Phase 1.)

The 6.8 Nisqually earthquake, subsequent closures of the Viaduct and preliminary structural assessments of the AWV has generated considerable concern, interest and sense of urgency in speeding up the identification and completion of a project(s) that addresses the seismic vulnerability of the AWV.

Phase 2 of the EIS, advances and completes work currently being produced in Phase 1 through the NEPA/SEPA process in the most prudent and expeditious manner possible. Work will include typical analysis and evaluation required to arrive at a Record of Decision. Optional work also includes a Design File, Added Access Report(s), and PS&E.

Approach to the AWV EIS

WSDOT is accelerating the project delivery system to identify and construct a project(s) that addresses the seismic vulnerability of the Viaduct. At this early stage of the project delivery process, there are a number of unknowns and various scenarios dependent on the outcome of a number of upcoming decisions. To gain flexibility in this agreement, a number of the work elements will be presented as options. At the issuance of this request, it is assumed that retrofitting the Viaduct is still a viable option. It is possible, however, that an upcoming structural evaluation of the Viaduct may find that retrofitting the existing structure is no longer a feasible option. Until that determination has been officially made, the following assumptions apply.

Phase 1 will answer the question: Retrofit or “Do Something Else.” The “Something Else” options will be developed to a planning level of detail. Fatally flawed options will be screened out. Recommendations to pursue a retrofit or not, will be presented to the legislature in January 2002.

To complete an accelerated EIS, a two phased funding and decision-making process is assumed. Phase 1 work officially starts the NEPA/SEPA process. The work in Phase 1 has been scoped to meet NEPA/SEPA requirements to the extent possible within the given budget, and will be used to the greatest extent possible in Phase 2. More in-depth alternatives development, analysis, environmental work and design will be needed in Phase 2 to fully meet NEPA/SEPA requirements.

Phase 2 has two possible scenarios.

2A) If the recommendation is to retrofit, WSDOT will use information produced in Phase 1 to define the level of environmental review necessary. Either a Categorical Exemption or Environmental Assessment may be appropriate although given the complexity of the retrofit job (replacement of the southern 1550 feet and 5 years of traffic rerouting), an EIS maybe necessary. PS&E for the retrofit will begin as soon as possible. Under the retrofit scenario, consultants will be asked to conduct the required environmental documentation. Full PS&E for retrofitting the Viaduct will begin immediately will be included in this agreement.

2B) If the recommendation is to “Do Something Else,” feasible options from Phase 1 will be further developed and forwarded into a NEPA/SEPA Alternative Analysis. The Preferred Alternative will be carried through to a Record of Decision. Significant preliminary design will be needed to support selection of the Preferred Alternative. Full PS&E will begin immediately following the Record of Decision and will be included as an option to this agreement.

Optional work may also include a geotechnical and structural analysis and design of the Seattle Seawall. The study includes identifying seawall solutions for each of the Viaduct replacement options including a retrofit option to ensure serviceability of the Viaduct after a design level seismic event. Environmental impacts of each option will also be included. The Seawall Study will have a distinct scope and budget.

The EIS process will be accelerated. The focus of this work is to identify specific action(s) addressing seismic vulnerability of the Alaskan Way Viaduct, which will receive project level of detail in analysis and design. However, the identification of the specific action(s) will be considered in terms of how they support the long-term corridor development of this critical route.

Required Services

The successful consultant will demonstrate in its proposal that it is the most qualified to successfully perform the AWV EIS, which will include at least the following elements:

Environmental Documentation

Produce and meet all required environmental documentation and procedures to meet NEPA/SEPA requirements to arrive at a Record of Decision following WSDOT's reinventing NEPA acceleration workplan.

Design

Design alternatives for Viaduct replacement options and complementary Seattle Seawall solutions to the level of detail sufficient to support the decision making process to select the preferred alternative. Urban design features should be accommodated to enhance the appearance and function of the alternatives. Provide additional design (up to 30% design) for the preferred alternative. Produce PS&E for up to one project.

Operational Analysis

Provide operational analysis to support EIS requirements, full Design File and Added Access Report requirements.

Traffic Plan

Determine how traffic could be accommodated during construction of the various alternatives to the level of detail that will inform the evaluation of the alternatives.

Committee Support

Facilitate and support the AWV committees. The committee structure is likely to include agency management, technical staff, business, environmental, community and alternative mode representatives.

Reports and Documentation

Prepare a series of technical papers, an executive summary and draft and final reports. Produce a short four to six page flyer describing the study and results.

Preproposal Conference

A pre-submittal conference will be held Friday, May 18, 2001 from 9:00 to 12:00 at:

WSDOT Northwest Region
Cafeteria Conference Room
15700 Dayton Avenue North
Seattle, WA 98133